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According to Notice, Seamen Must Carry Four Kinds of Papers.

The provisions of the Argentine Immigration law applying to seamen on foreign ships will be made effective November 24, according to notices received yesterday by local ship operators. Several attempts to enforce the law have been made recently, but each time the State Department, by request of the Shipping Commission, has asked the Argentine Embassy to suspend the requirements, which local ship operators so far have been unable to meet.

Although notice was given the Munson Line long before the sailing of the Pan America October 14 that the crew would have to be provided with the series of documents called for by the law, the best efforts of the representative of the line fell far short of success, and only a last minute suspension of the requirements by the Argentine Embassy enabled the latest departure to sail. The line is expected to carry:

1. Passport containing a photograph of the holder.

2. Judicial or police certificate from the country of origin establishing the fact that the holder has not been convicted of crime against the social order during five years previous to his arrival or for crimes involving degrading penalties.

3. A police or municipal certificate attesting the good mental condition of the holder and that he has not practiced mendacity.

4. A consular certificate, or a certificate from the authorities of the domicile of the foreigner, testifying to his industrial fitness.

Before November 24, it is known, the State Department, at the earnest solicitation of the Shipping Board, will enter into a permanent modification of the requirements, which were designed originally to prevent the influx of undesirable Europeans coming as members of crews, and now are intended mainly to prevent the landing of Bolshevik agitators as tied up Argentine shipping for some months early in 1923.

So far little success has been had in the effort to convince the Argentine line that the law is too stringent to be practical. As one shipping man summed it up:

"In a smaller country, with a simple judicial and police system under one administration, it might be possible to obtain all the papers. But here it simply cannot be done."

HOOVER INVITES SHIP MEN TO CONFERENCE

"Standardization," Subject to Be Discussed, Perplexes Them

Officials of several local marine organizations received letters yesterday from Herbert Hoover, Secretary of Commerce, inviting them to appoint representatives to an informal conference on the subject of standardization of ship papers to be held November 10, at 11:30 A. M., in Grand Central Palace.

The letters said that the conference was preliminary to a permanent organization of all marine interests to work together on a project of standardization.

Although Mr. Hoover meant by standardization was a matter of varied opinion, with Mr. Marvin of the American Steamship Owners' Association, who supposed the plan was to coordinate marine supplies and equipment, but Capt. J. F. Milliken of the Neptune Association, said he believed it meant a campaign against radicalism in the ranks of the marine labor.

MANAGING AGENT MAY BE NAMED BY LASKER

Rumor Has Government Fleet Put Under New System.

A. D. Lasker, chairman of the Shipping Board, is expected in a few days to announce a change in the administrative status of the United States Line, operating the Government transatlantic passenger fleet. It is rumored that the fleet, which could be judged from the fragmentary information available yesterday, there will be managing agent appointed for the line, to take the place of the current system whereby the ships are operated by employees of the board.

The managing agent agreement, it is assumed, will be approximately the same as that under which the board vessels in the South American routes are operated by the Munson Line. The agreement would require the managing agent to undertake the operations of the fleet, and whether one of the already established operators in the Atlantic trade has been selected, could not be learned.

MARINE NEWS NOTES.

The sale of the steamers Hattie Luckenbach and Pleiades of the Luckenbach Lines to the Spanish-American Steamship Company was announced yesterday by the company's operating agents, who said the ships will be transferred to the Spanish flag before going into service the latter part of November. They are to be renamed the *Primer* and *Segundo*, respectively.

The Shipping Board's Committee on Fuel Conservation held another meeting yesterday to consider the possibility of saving coal and oil on ships in port. The question is being debated as to whether it would not be cheaper to use electricity in the engine room rather than keep the ship's dynamo in operation.

With appropriate ceremonies the new ferryboat *Youngtown* will leave the ways at Youngtown at the plant of the States Island Shipbuilding Company, at 10:30 a.m. today. The ship, which will be the president of the Youngtown Sheet and Tube Company, will be sponsored. The boat is to go into the North River service of the Erie Railroad, and officials of the board will be invited to participate in the ceremonies of launching.

OIL OUTPUT INCREASES.

The American Petroleum Institute estimates that the daily average gross oil production in the United States for the week ended October 21 was 1,576,000 barrels, as compared with 1,555,000 barrels for the preceding week, an increase of 21,000 barrels. The daily average production of the Rocky Mountains was 1,141,000 barrels, as compared with 1,135,000 barrels, an increase of 6,000 barrels, and the production of the Gulf of Mexico was 435,000 barrels, an increase of 15,000 barrels.

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